

SURVEY OF THE STATES

SPEEDING AND AGGRESSIVE DRIVING

A photograph taken from the driver's perspective inside a car at night. The view is looking out the windshield onto a city street with blurred lights from other vehicles and buildings, suggesting motion. The car's side mirror is visible on the left, and the dashboard and steering wheel are partially visible in the foreground.

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SUMMARY OF KEY SURVEY RESULTS AND GHSA RECOMMENDATIONS

Despite reductions in the overall number of speed-related crashes and fatalities, the proportion of speed-related fatalities that occur on U.S. roadways has remained unchanged over the last quarter century. Almost one-third of all fatalities continue to be speed-related.

GHSA recognizes the major role speed and aggressive driving play as contributors to traffic death and injury. To better understand state efforts to control speed and aggressive driving problems, GHSA conducted an online survey of states in late 2010 and early 2011. All fifty states and Guam responded to the survey.

States are trying to balance the need for enhanced speed control efforts with other traffic safety issues that are concerns in their states. Respondents to this GHSA survey shared the details of their speed- and aggressive driving-related efforts and the specific state strategies and policies that drive their programs.

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A summary of the key results of the survey follows.

- a. Public perception of speed.** Recent research on traffic safety culture and the survey responses cited by state highway safety representatives make it clear that the public's perception of the speed and aggressive driving problems are inconsistent at best and apathetic at worst. Few advocates exist for speed reduction; speeding is a behavior that many people engage in routinely. Even so, the majority of states conduct both enhanced speed enforcement programs and public awareness campaigns focused on speed; many also address aggressive driving. Opportunities exist for all states to strategically focus enforcement and awareness efforts on both speed and aggressive driving.
- b. Conflicted role of technology.** Speed enforcement tools such as radar and laser speed detection devices are common technology applications in almost every state; their purchase is supported by most state highway safety offices. Yet a large majority of these states' laws allow motorists to use technology to avoid speeding tickets. Far fewer states have adopted automated technology such as red light running and automated speed enforcement cameras despite the successful use and acceptance of these devices in many other parts of the world.

Many of the state speed-related laws that have passed in the last seven years include raising speed limits and are not expected to improve safety.

c. Other factors. Over-involvement in speeding crashes is likely to involve the same type of driver—young, male and a resident of a rural area—as is involved in many other dangerous driving behaviors. States are challenged in trying to change the behavior of this risk-taking personality type, who often combines speed with other aggressive driving behaviors, further increasing the risk of crashing. At the same time, representatives of state highway safety offices report a reduction in law enforcement officers that are available to conduct speed enforcement activities.

d. Appetite for change. A national agenda for change was adopted by highway safety leaders at the *National Forum on Speeding* in 2005. Yet very few significant aggressive driving and speed-related laws and policies have been enacted in states since that agenda was created nearly seven years ago. Many of the state speed-related laws that have passed in the last seven years include raising speed limits and are not expected to improve safety.

e. Promising approaches. An increasing number of states are addressing speed with enforcement and public information strategies that depend heavily on crash data to inform and direct these activities. Targeting speed problems through aggressive driving and location-specific enforcement in areas such as school and work zones is often better supported by the public because of their perception of risk in those road segments.

GHSA Recommendations

The leadership of GHSA believes that many opportunities currently exist to address the tremendous loss associated with speed-related crashes, deaths and injuries. These strategies can be successfully implemented in states across the country in collaboration with and supported by federal partners. To that end, GHSA makes the following recommendations:

- States should explore addressing speed concerns through aggressive driving enforcement since the driving public believes that aggressive driving is a serious threat to their safety.
- Speed concerns can also be addressed through targeted enforcement in school and work zones which are additional enforcement strategies supported by the public.
- The National Highway Traffic Safety Administration (NHTSA) should sponsor a national high visibility enforcement campaign and support public awareness efforts to address the issues of speed and aggressive driving.
- NHTSA should promote best practices in automated enforcement strategies.
- NHTSA should sponsor a *National Forum on Speeding and Aggressive Driving*, similar to efforts undertaken in 2005, to bring together experts to review and update effective tools and strategies states can employ to reduce speed and aggressive driving.



INTRODUCTION

Gotta go. We're late! Time flies. Step on it! Running late. Hurry up! No time for that. Gotta run. Time's a wasting. Get going!

We have an incessant need for speed.

We live in a society that runs in high gear. Is it any wonder that when we move about our communities in motor vehicles, we often do so at speeds that are higher than are legal or safe?

The problem of speeding, generally defined as the driver behavior of exceeding the posted speed limit, driving too fast for conditions, or racing, has been with us for more than a century. The earliest accounts of driver consequences for driving too fast date back to Great Britain where Walter Arnold of East Peckham, Kent had the dubious honor of being the first person to be successfully charged with speeding on January 28, 1896. Traveling at approximately 8 miles per hour, he had exceeded the 2 miles per hour speed limit for towns. Fined one shilling and costs, Arnold had been caught by a policeman who had given chase on a bicycle.¹

It didn't take long for Americans to follow suit. On May 20, 1899, a 26-year-old New York City cab driver named Jacob German was arrested for speeding. He was driving 12 miles per hour down Lexington Avenue in Manhattan when the limit was set at 8 mph, with 4 mph for turning corners. German was imprisoned, but did not have to surrender his registration and license, as those weren't required by law until 1901 in New York.^{2,3}

While speed enforcement has come a long way since the late nineteenth century, the problem of drivers exceeding the speed limit has not. Traffic safety professionals continue to be concerned about the significant toll in life and limb speeding takes on our roadways. Year in and year out, speeding is one of the most prevalent factors involved in all crashes, cited by law enforcement as a contributing factor in almost one-third of all fatal crashes in 2010,⁴ a number that has not changed significantly in several decades.

1 http://www.nationalmotormuseum.org.uk/motoring_firsts

2 <http://en.allexperts.com/q/U-S-History-672/criminal-justice-history.htm>

3 http://open.salon.com/blog/matt_paust/2010/05/20/first_speeding_ticket_-_so_whos_lying

4 NHTSA. Information generated by NCSA's Information Services Team. December 2011.

Speeding
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The public's attitude about speeding is enormously conflicted. A recent study⁵ has shown a large disconnect between the significant majority of the public who condemn speeding and the majority of drivers who admit to the behavior, making it a serious challenge to create a safety-conscious environment in which speed limits are respected and obeyed. Aggressive driving, which often involves speeding, is a great concern of motorists across the country.

GHSA has examined the issue of speeding before, both in surveys of its member states and in a *National Forum on Speeding* conducted with other traffic safety partners in 2005.^{6,7} The major finding of this two day meeting was that speeding is a critical highway safety issue that requires and deserves high priority and adequate resources. Participants in the meeting also developed an action agenda to raise the profile of the speeding problem. The action agenda included seven steps designed to:

- Raise the priority of speed as a traffic safety issue
- Set and achieve speed reduction goals, focusing on the reduction of extreme speeders and/or all travel speeds in high risk areas like school or work zones
- Improve speed-related data and research, investigating improvements in: travel speed and crash data, methods to get accurate speed data in crashes, educating the public on speed issues, methods to use "smart" vehicles and highway technology to manage speed
- Implement engineering strategies designed to reduce speed, both in the short term (like speed humps or roundabouts, transitional signing, pavement markings, and signal timing) and in the longer term (like roadway design, speed limits consistent with design and use, and variable speed limits)
- Implement speed enforcement strategies such as raising the priority of speed enforcement with law enforcement agencies, the general public and the courts, and utilizing automated speed enforcement
- Implement education strategies

GHSA's continued interest in speed and aggressive driving as major contributors to traffic death and injury has led it to raise this issue again on a national level. To take the pulse of current state efforts to control these problems, GHSA conducted an online survey of states in late 2010 and early 2011. All fifty states and Guam responded to the survey.

Survey results show that almost every state understands that speed is a critical component of the traffic safety picture in their state. While individual state efforts to minimize the effects of speed and aggressive driving vary, this report will detail key survey findings and highlight state efforts that outline strategic opportunities for all states to improve traffic safety through speed control and will make recommendations that can elevate and increase the focus on our nation's speed-related problems.

5 AAA Foundation for Traffic Safety. *2011 Traffic Safety Culture Index*. January 2012. <http://www.aaafoundation.org/pdf/2011TSCIndex.pdf>

6 GHSA. *Survey of the States: Speeding*. 2005.

7 GHSA. *National Forum of Speeding: Strategies for Reducing Speeding-Related Fatalities & Injuries*. August 2005.



THE PROBLEM

The causes of traffic death and injury are many: alcohol or drug impairment, distraction, failure to use seat belts, drowsiness and driver inexperience, to name a few. Efforts to reduce the harm brought about by traffic crashes can be prolonged and challenging. Special advocacy groups, usually composed of victims of a particular type of crash and their sympathizers, often arise in response to these tragedies and can become powerful agents of support and change.

Speed, one of the most cited contributing factors in fatal crashes, does not have this kind of support. Instead, speeding—and to a somewhat lesser extent—aggressive driving, are committed by almost all drivers on occasion. Everyone has experience with speeding. Despite the prevalence of excessive speed in so many crashes, no special interest groups have mobilized to educate the public and make it unacceptable, perhaps due to speeding's pervasive nature, media glamorization and its apparent acceptance by the public. In fact, some groups have formed—not to decry speeding—but to *encourage* high speed driving and *discourage* enforcement of speeding laws.⁸

Speed continues to be a major contributor to many types of crashes, especially fatal and injury crashes. In 2010, 10,530 individuals lost their lives in speed-related crashes in the U.S. and Puerto Rico.⁹ As a primary factor, the number of speed-related fatal crashes and fatalities has dropped over the years along with all fatal crashes and fatalities, but little progress has been made in reducing the proportion of speed-related crashes.

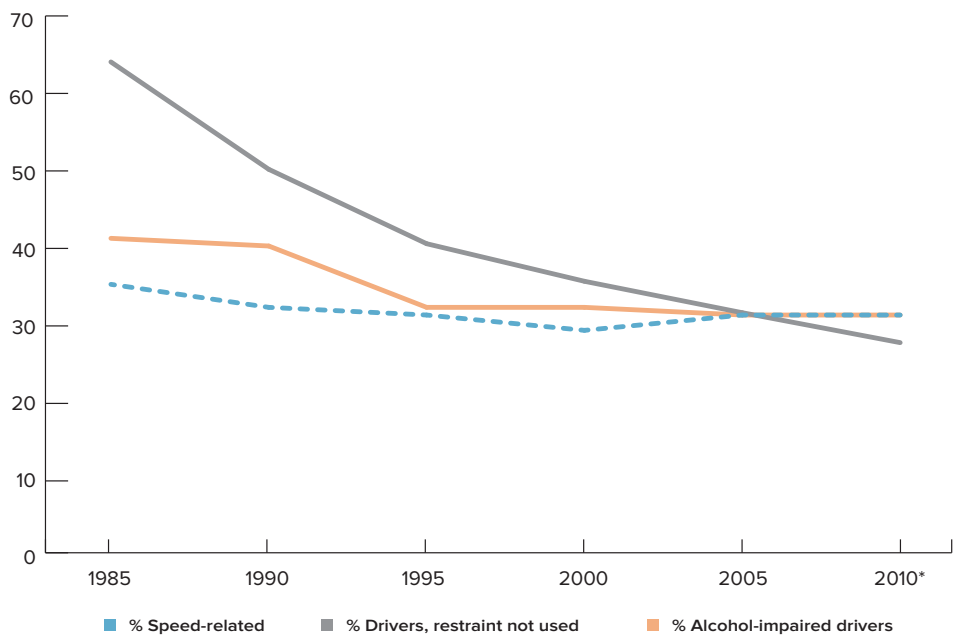
Historically, huge improvements in the use of seat belts and the reduction of alcohol-impaired driving in fatal crashes have occurred since the mid-1980s. The proportion of seat belt non-use by drivers in fatal crashes decreased an amazing 57 percent (from 64 percent to 27.4 percent) from 1985 to 2010, while the involvement of alcohol-impaired drivers in fatal crashes during the same time period decreased 24 percent (from 41 percent to 31 percent). Unfortunately, similar progress has not been made in the area of speed-related fatalities. Since 1985, the share of traffic fatalities linked to speeding are down only 11 percent (from 35 percent to 31 percent), and are actually up 7 percent since 2000 (29 percent). Since 2000, seat belt non-use in fatal crashes is down 23 percent and alcohol-impaired driving is down 3 percent. See Graph I.

Despite the prevalence of excess speed in so many crashes, no special interest groups have mobilized to educate the public and make it unacceptable.

8 See www.speedtrap.org or the National Motorist's Association website at www.motorists.org

9 NHTSA. Information generated by NCSA's Information Services Team. December 2011.

GRAPH I INVOLVEMENT IN FATAL CRASHES: SPEED, BELTS & BOOZE



SOURCES

Speed Data
NHTSA. *Analysis of Speeding-Related Fatal Motor Vehicle Traffic Crashes*. DOT HS 809 839. June 2005. Page 3. <http://www.nhtsa.gov/staticfiles/nti/enforcement/pdf/809839.pdf>

NHTSA. *Traffic Safety Facts. 2009 Data: Speeding*. Page 6. <http://www-nrd.nhtsa.dot.gov/Pubs/811397.pdf>

Seat Belt Use Data
NHTSA. *Traffic Safety Facts 2001: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. DOT HS 809 484. December 2002. Page 39. <http://www-nrd.nhtsa.dot.gov/Pubs/TSF2001.pdf>

NHTSA. *Traffic Safety Facts 2009: Early Edition. A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. DOT HS 811 402. Page 39. <http://www-nrd.nhtsa.dot.gov/pubs/811402ee.pdf>

Alcohol-Impaired Driver Data
NHTSA. *Traffic Safety Facts 2009: Early Edition. A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. DOT HS 811 402. Page 32. <http://www-nrd.nhtsa.dot.gov/pubs/811402ee.pdf>

* NHTSA. Information generated by NCSA's Information Services Team. December 2011.

Nearly 90 percent of drivers view aggressive driving as a very serious or somewhat serious threat to their own safety.

Another aspect of dangerous driving behavior often linked with speed is aggressive driving. NHTSA, after discussions with law enforcement and the judiciary, defines aggressive driving as occurring when “an individual commits a combination of moving traffic offenses so as to endanger other persons or property.”¹⁰ Speed is often a component of aggressive driving, and—when combined with other dangerous driving elements such as running red lights, quick lane changes and a failure to yield—can have disastrous outcomes. In the AAA Foundation’s *Traffic Safety Culture Index* poll, nearly 90 percent of drivers view aggressive driving as a very serious or somewhat serious threat to their own safety.¹¹

In a recent TRB special report,¹² experts characterized successful speed management initiatives in other countries as being highly visible (through publicity and endorsement of elected officials), long term (sustained for periods of years), targeting major portions of the road system, using intensive enforcement (e.g., automated enforcement and high penalties), sometimes using traffic calming road features (such as narrow lanes and roundabouts that cause drivers to reduce speed), and monitoring progress toward publicly declared speed and crash reduction objectives. In countries that have such programs, typical results have been reductions in average free-flow speed of 3-4 miles per hour and a 50 percent reduction in the incidence of speeding more than 6 miles per hour over the speed limit. Officials credit these programs with reductions in fatalities on the order of 15-20 percent on the targeted road systems.

The report concludes that if the results of the most rigorous U.S. speed management efforts (not using automated enforcement) could be replicated and sustained throughout the all 50 states and proportionate benefits were realized, 1,000 to 2,000 lives could be saved per year.

In the following sections, this report will explore the current efforts of the states to stem the problem of speed and make recommendations to address the issues of speed and aggressive driving.

¹⁰ <http://www.nhtsa.gov/Aggressive>

¹¹ AAA Foundation for Traffic Safety. *2011 Traffic Safety Culture Index*. January 2012. <http://www.aaafoundation.org/pdf/2011TSCIndex.pdf>

¹² TRB Special Report 300 “Achieving Traffic Safety Goals in the United States: Lessons from Other Nations.” 2011.



Section A

PUBLIC PERCEPTION

The American public holds contradictory beliefs about speeding and aggressive driving. While there is some level of understanding that speeding can be dangerous, many drivers freely admit to engaging in the behavior anyway. A recent AAA Foundation for Traffic Safety *Traffic Safety Culture Index* poll¹³ found that respondents agreed that excessive speed was dangerous, and almost 60 percent of the public believed it was not acceptable to drive more than 15 mph over the speed limit on freeways. Nearly 90 percent of drivers surveyed viewed aggressive driving as a very serious or somewhat serious threat to their own safety. Despite these professed concerns, 51 percent of those responding to the AAA poll said they had personally exceeded the speed limit on a freeway by more than 15 miles per hour in the last 30 days. In contrast, the poll found driving 15 miles per hour over the speed limit on residential streets is much less common and is rated as one of the most unacceptable things that a driver can do.

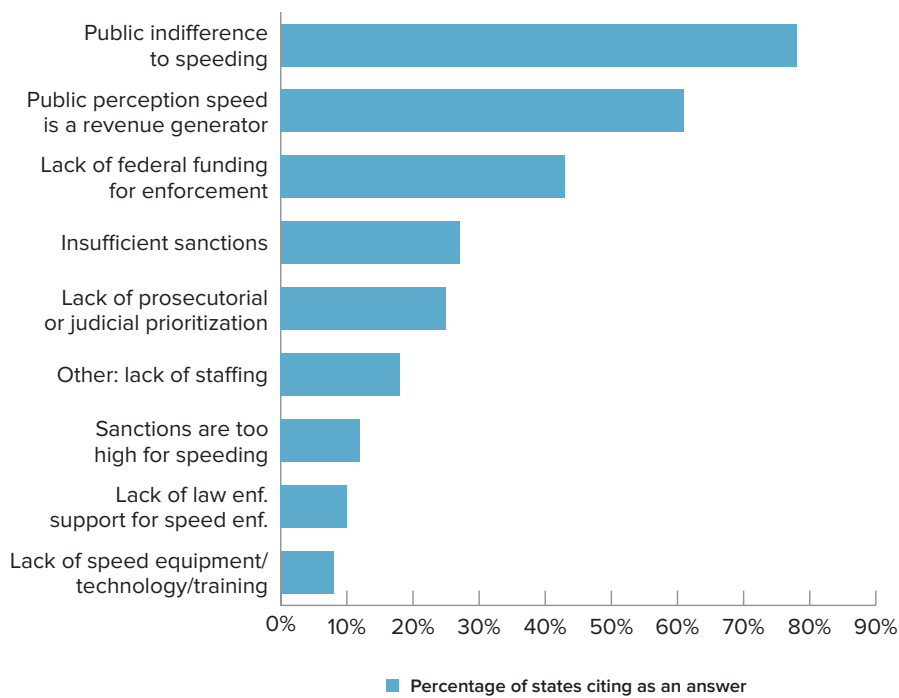
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Effective enforcement is critical to changing almost any driver behavior. In the survey, state highway safety representatives were asked to rank the largest obstacles to speed enforcement in their respective states. The response chosen most often as the #1 answer as well as the most frequent response overall was “Public indifference to speeding,” with 78 percent of states citing this challenge. Sixty-one percent of the state representatives selected “Public perception that speed enforcement is ‘just a revenue generator’” as the second most frequent response, and 43 percent of responding states cited a “Lack of federal funding for enforcement.” See Graph II for all results.

Driver behavior can also be influenced by educational messaging. Thirty-three states reported utilizing public awareness campaigns aimed at slowing down speeding drivers. However, in contrast to the national campaign messaging supported by paid advertising in other traffic safety areas (e.g., *Click It or Ticket* for seat belts; *Drive Sober or Get Pulled Over* for alcohol) there is little continuity between states or across the country on messaging themes, and many campaign themes currently in use do not expressly refer to the act of speeding. While NHTSA did develop both enforcement and social norming messaging campaigns directed at the speed issue in 2005 (*Obey the Sign or Pay the Fine* and *Stop Speeding Before it Stops You*, respectively), only a handful of states have adopted NHTSA’s themes, and no paid national advertising has supported these campaigns. See the list of specific speed awareness campaign taglines reported by 26 states in Appendix I.

13 AAA Foundation for Traffic Safety. 2011 *Traffic Safety Culture Index*. January 2012.
<http://www.aaafoundation.org/pdf/2011TSCIndex.pdf>

GRAPH II LARGEST OBSTACLES TO SPEED ENFORCEMENT



Again, states may have greater success in reaching speed reduction goals by using awareness campaigns that focus on reducing aggressive driving or other traffic behaviors that are recognized by the public as dangerous, such as speeding in targeted zones. In fact, 48 and 49 states respectively already have specific laws to support enforcement in school or work zones. Ten states (DE, FL, GA, IN, MD, NM, PA, UT, VA, and WI) reported using public awareness campaigns specifically targeted at aggressive driving, although NHTSA has no defined aggressive driving public awareness campaign.

Recommendations:

- States should explore addressing speed concerns through aggressive driving enforcement since the driving public believes that aggressive driving is a serious threat to their safety.
- Speed concerns can also be addressed through targeted enforcement in school and work zones which are additional enforcement strategies supported by the public.
- NHTSA should sponsor a national high visibility enforcement campaign and support public awareness efforts to address the issues of speed and aggressive driving.



Section B

CONFLICTED ROLE OF TECHNOLOGY

In recent years,
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In almost every state, speed enforcement currently involves some type of technology. Forty-seven states spend highway safety funds to purchase speed detection equipment for state and local law enforcement agencies; three states purchase this equipment with funding targeted for reducing aggressive driving (see Appendix II, State Funding Chart). Until recently, speed detection equipment in the U.S. typically meant radar or laser speed detection devices. These devices have been used effectively for many years and are the basic law enforcement tools for speed enforcement. Interestingly, most of the same state legislatures that set statewide speed policies also give the motoring public a legal way to avoid the consequences of exceeding speed limits. Radar detectors, used by motorists to detect the presence of radar speed enforcement devices, are legal for passenger vehicles in 44 states, although federal regulations prohibit their use in commercial vehicles.¹⁴

In recent years, a number of states and municipalities have implemented automated enforcement strategies, namely red light running and—on a lesser scale—automated speed enforcement. Long an effective and accepted staple of European speed management, automated enforcement has been employed in the U.S. on a far more limited basis, even though research recently completed at the Center for Excellence in Rural Safety at the University of Minnesota estimated an annual 699 person reduction in rural roadway fatalities alone if automated enforcement strategies were employed in the U.S.¹⁵

At present, twenty-six states responding to the survey allow the operation of red light running cameras; only eight states allow them in all areas of their state, while 16 states allow red light running cameras by local ordinance. In total, the Insurance Institute for Highway Safety (IIHS) has found that automated red light enforcement programs are in place in more than 500 jurisdictions. This reluctance to widely implement red light running technology may be in part explained by some ambivalence on the part of the public about the act of red light running itself. Not unlike the earlier example of speeding, the AAA Foundation's *Traffic Safety Culture Index* poll¹⁶ revealed that while most drivers view it as unacceptable to drive through a traffic light that has already turned red if they could have stopped safely, 37 percent of drivers admitted doing this in the past 30 days.

¹⁴ http://edocket.access.gpo.gov/cfr_2005/octqtr/49cfr392.71.htm

¹⁵ *Application of a Rural Safety Policy Improvement Index (RSPII): Phase II*. Keith K. Knapp and Brad Utecht. Center for Excellence in Rural Safety, University of Minnesota. May 2010.

¹⁶ AAA Foundation for Traffic Safety. *2011 Traffic Safety Culture Index*. January 2012. <http://www.aaafoundation.org/pdf/2011TSCIndex.pdf>

Only 14 states allow automated speed enforcement of some kind; only two U.S. states allow it in all areas of the state.

While red light running cameras are only selectively accepted in about half of all U.S. states, an even less optimistic situation exists when it comes to automated speed enforcement. Only 14 states allow automated speed enforcement of some kind; only two U.S. states allow it in all areas of the state. Six states currently allow automated speed enforcement in limited areas: four states allow it in road construction or maintenance zones, four in school zones, one at railroad crossings and one at arterial intersections. In the case of two states, automated speed enforcement is limited only to specific cities or counties within those states. IIHS reports that automated speed enforcement programs are in place in approximately 100 jurisdictions. See Appendix III for Automated Enforcement in U.S. States.

While technology is at the forefront of many recent traffic safety solutions, in the case of speed and red light running technology, American policy-makers have been more reluctant to adopt these proven solutions. Not only are most state and local governments slow to adopt proven technology-based speed management strategies like automated enforcement, but many of these bodies send conflicting signals to the motoring public about the importance of speed laws and limits when they allow the use of radar detectors to escape the consequences of speeding.

Helping policy makers understand the benefits of technology that is aimed at reducing speed and other dangerous driving behaviors is key to changing state laws and local ordinances to permit the use of these tools. State highway safety professionals can be a respected and neutral source of information for policy makers when it comes to traffic safety-related technology, and it is critical that current and compelling information about these safety tools is readily available.

Recommendation:

- **NHTSA should promote best practices in automated enforcement strategies.** Automated enforcement strategies are effectively used to address speed and red light running in other parts of the world, but have not gained widespread acceptance in the U.S. The promotion of successful policies and programs will assist states in their efforts to use technology to reduce the harmful effects of speed and aggressive driving.



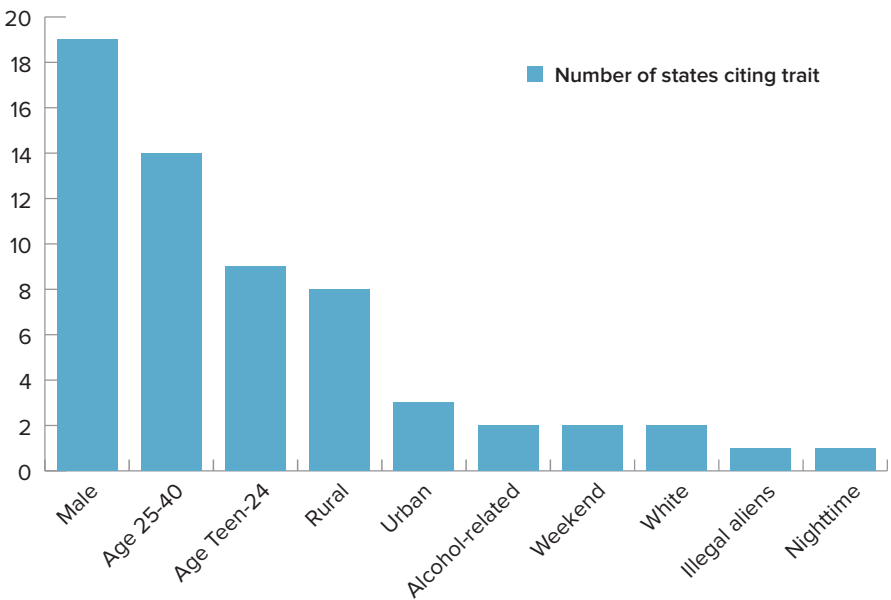
Section C

OTHER FACTORS

Some of the findings in the GHSA speed survey were not particularly surprising. In a recent University of North Carolina Highway Safety Center research report, a statistical analysis found higher rates of speed involvement in single vehicle crashes, rural crashes, crashes on curves, nighttime crashes, motorcycle crashes, as well as crashes involving young drivers, male drivers, drivers not using restraints, and drivers under the influence of alcohol.¹⁷

When states were surveyed regarding their impressions of over-involvement in their own crash data, these research findings were almost uniformly confirmed. Eighty-one percent of responding states cited one or more examples of overrepresented characteristics or groups, reporting that males, teens, and young adult drivers in rural areas were most frequently overrepresented in speed-related crashes. See Graph III for all of the overrepresented traits cited by states.

GRAPH III OVERREPRESENTED TRAITS IN SPEED-RELATED CRASHES



¹⁷ FHWA. *Development of a Speeding-Related Crash Typology*. FHWA-HRT-10-024. F.M. Council et al. University of North Carolina Highway Safety Center. April 2010.

Young male drivers are a challenging group and tend to be targets of almost all traffic safety problem interventions (e.g., impaired driving, non-use of seat belts, distracted driving); their overrepresentation in speed-related crashes is yet another example of the risk-taking tendencies of this group of drivers. It is a tough audience to reach.

The AAA Foundation reported in its 2010 *Traffic Safety Culture Index* survey that more than two out of three Americans support having more police on the roads to enforce speed limits.¹⁸ However, using targeted enforcement to reach motorists who choose to speed is made even more challenging for many states that are facing reductions in law enforcement staffing. Despite overtime speed enforcement funding from 42 states and Guam and six states funding overtime aggressive driving efforts (see Appendix II State Funding Charts), 35 state respondents report overall decreases in the number of state and local law enforcement officers available to conduct speed and aggressive driving enforcement activities. States describe these reductions as the result of budget cuts, staff cuts, military deployments and the existence of other overtime shift assignments that are more desirable to work than speed enforcement (see Appendix IV State Law Enforcement Reductions).

Not having enough officers to conduct speed enforcement when speeding is such a widespread occurrence makes it difficult to send the message to the motoring public that speeding is unacceptable.

Young male drivers are a challenging group and tend to be targets of almost all traffic safety problem interventions.

18 AAA Foundation for Traffic Safety. *2010 Traffic Safety Culture Index*. October 2010. <http://www.aaafoundation.org/pdf/2010TSCIndexFinalReport.pdf>



Section D

APPETITE FOR CHANGE

Despite national traffic safety leaders' adoption of an aggressive agenda for change at the *National Forum on Speeding* in 2005, most state policy makers have been slow to encourage driver compliance through formal speed and aggressive driving policies. In the seven years since the last GHSA speed survey, only a handful of states have made significant changes in their speed-related laws, and not all of the changes are likely to improve safety.

Despite a recent research finding where an increase in road fatalities was attributable to raised speed limits on all road types after the 1995 repeal of federal speed limits,¹⁹ seven states (KS, KY, ME, OH, PA, TX and VA) have increased speed limits on certain roadways since GHSA's last speed survey in 2005. In July of 2011, Texas legislators proposed and the governor signed legislation to raise speed limits to 85 miles per hour on certain rural interstate highways. In passing this law, Texas created the highest speed limit in the U.S.²⁰ Policymakers increased the speed limit on a section of rural I-95 in Maine to 75 mph in October 2011, giving this road the distinction of having the highest speed limit in New England. See Appendix V for a listing of state speed laws.

Cracking down on speeders has happened much less often. During the seven year period since the last speed survey, only two states raised fines for speeders (CT for all speeders, WY for drivers of commercial vehicles). In three states (GA, HI, and PA), a new "super" or "excessive" speeder classification was created to deal with drivers who exceed posted limits by an exceptional amount of speed. Washington State passed a law to allow traffic cameras to conduct automated speed enforcement in school zones, railroad crossings and arterial intersections. While penalties for speeding vary dramatically from state to state,²¹ in 80 percent of states, speeding violations incur points on a driving record or result in similar driver license sanctions.

19 Long-Term Effects of Repealing the National Maximum Speed Limit in the United States. Friedman, et al. *American Journal of Public Health*. 2009.

20 "Texas House backs plan to allow 85 mph speed limit." *The Dallas Morning News*. April 7, 2011.

21 NHTSA. *Summary of State Speed Laws: Eleventh Edition* (Current as of 2-1-2010). DOT HS 811-457. April 2011. <http://www.nhtsa.gov/staticfiles/nti/pdf/811457.pdf>

In the last seven years, Indiana was the only state to join 10 states with existing laws specifically defining aggressive driving (AZ, DE, FL, GA, MD, NV, NC, RI, VT, VA), while Utah made minor clarifications in its reckless driving statute. Minnesota passed two speed-related laws: first, drivers are now allowed to exceed the posted speed limit by up to 10 miles per hour while passing on a two lane road; and an administrative class of citation was created for certain traffic offenses, including speed violations. These citations are handled at the local level, and the violator pays the ticket (at a lower rate than a regular speed citation) directly to the city or county whose officer wrote the citation. Administrative citations are not reported to the state unless the ticket is not paid and are not entered onto the driver license record.

On a positive note, some states are taking a closer look at the effects of speed and aggressive driving and are creating an organized strategy for mitigating them. To bring greater awareness and understanding of the role of speed in North Carolina’s highway safety picture, the North Carolina Governor’s Office of Highway Safety and the University of North Carolina’s Highway Safety Research Center recently gathered more than 100 state leaders to meet on the subject of speed. Key stakeholders in the areas of engineering, enforcement, public health, injury prevention, the judiciary and state and local policy came together for the North Carolina Speed and Safety Symposium to chart a course for a cohesive approach to addressing speed.

Symposium attendees heard from international experts on speed and aggressive driving about the tactics and solutions employed in managing speed and its consequences in countries beyond the United States. U.S. traffic safety experts addressed and examined national and state crash data trends. Symposium leaders sought to highlight sustainable safety approaches that could help frame and develop a North Carolina system that could replicate the strides in traffic safety that have been realized in other countries. The second day of the Speed Symposium was dedicated to working with a smaller group of thirty state decision makers and transportation authorities. Attacking speed as a complex issue, Symposium attendees identified important strategies to consider and focused on higher order problems and policies that may lead to reductions in speed-related deaths and injuries.

Symposium organizers received positive feedback from meeting attendees, noting that there was significant agreement on many of the issues raised. The North Carolina Speed and Safety Symposium was viewed as a catalyst in starting the journey toward a greater focus on speed and its role in traffic safety in North Carolina.

Improving safety and increasing speed compliance through policy change is challenging. If policy makers reflect the will of their constituents, it’s clear that they are receiving mixed signals from the motoring and voting public on the problem of speed.

Recommendation:

- NHTSA should sponsor a *National Forum on Speeding and Aggressive Driving*, similar to efforts undertaken in 2005, to bring together experts to review and update effective tools and strategies states can employ to reduce speed and aggressive driving.

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Section E

PROMISING APPROACHES

Despite challenges in focusing the public's attention on the dangers of speed and the varying levels of support for conducting speed-related enforcement, most states recognize the need for these efforts. Thirty-five of the state highway safety office representatives responding to the GHSA survey confirmed that they sponsor speed enforcement activities as a component of other Special Traffic Enforcement Programs (STEPs), often in conjunction with impaired driving or seat belt campaigns. Speed enforcement activities are undertaken as stand-alone STEP programs in eight states and one territory (AR, AZ, CO, DE, IN, KY, MN, NC and Guam). Many states report that the interest in speed and aggressive driving is growing.



Kentucky has employed separate speed enforcement campaigns for many years in response to the role of speed in traffic crashes. Almost a decade ago, Kentucky started out with the campaign tagline “100 Days of Summer Heat” to publicize additional speed enforcement efforts that spanned the state throughout the summer months. A few years later, the campaign was updated to the more state-specific slogan “Blue Lights Across the Bluegrass.” In 2011, Kentucky embraced the current NHTSA speed campaign tagline “Obey the Sign or Pay the Fine” to promote the speed-related effort that runs from June through August. The Kentucky Office of Highway Safety publicizes the campaign through radio, television and social media outlets to spread the word about the state's extra speed enforcement.

Yet speed enforcement isn't just a summertime activity in Kentucky. The Kentucky Office of Highway Safety uses local crash data to determine the focus area of traffic safety grants for local law enforcement agencies. In 56 of the state's 123 local enforcement grants, speed is the top focus area, and agencies are expected to make speed enforcement their primary area of work. Grantees are given customized crash maps and are instructed to target specific roadways during their enforcement efforts. Speed enforcement activities are spread throughout the year but increased during national mobilizations and during “Obey the Sign or Pay the Fine” periods. The Kentucky Office of Highway Safety also funds a year-round, statewide speed project with the Kentucky State Police that concentrates additional resources in counties that do not have the political permission to conduct additional speed enforcement.



Arkansas found speed-related fatalities increasing and sought to address this trend by intensifying its enforcement efforts. 2011 was the first year that Arkansas law enforcement agencies adopted the “Obey the Sign or Pay the Fine” campaign and mounted a separate, week-long enforcement mobilization focused on the enforcement of speed laws. The second week of July was chosen to reflect the high traffic volumes typical of this time period and the general over-involvement of speed as a contributing factor to crashes during the summer months. Public information about the increased enforcement effort was disseminated through paid radio, television and internet ads as well as through social media messaging. According to the Arkansas Highway Safety Office, law enforcement grantees, which make up about 10 percent of all law enforcement agencies in the state, were eager to participate in the speed mobilization. Arkansas’ FY 2012 law enforcement agency grant agreements will require participation in year two of the state’s “Obey the Sign or Pay the Fine” campaign.



Maryland One of the most significant opportunities for states to address speed issues may be through the enforcement of aggressive driving laws. With the vast majority of the public believing aggressive driving is a serious threat to their safety, efforts to curtail speeding through targeted aggressive driving enforcement may be more successful than focusing on speed alone. To this end, the “Smooth Operator” campaign run by the Maryland Highway Safety Office is a long-standing regional enforcement program aimed at apprehending aggressive drivers. The “Smooth Operator” campaign is a unique public safety initiative to combat aggressive driving that, since its inception in 2000, has partnered with as many as three states and the District of Columbia. Currently, coordinated efforts between Maryland and the District of Columbia combine to send strong awareness and enforcement messages to the residents of the Mid-Atlantic Region.

Four distinct waves of stepped-up aggressive driving enforcement throughout the summer and early fall of 2011 targeted drivers in the high risk 18-34 year old demographic, resulting in approximately 9,000 citations and warnings being issued to aggressive drivers daily, with a staggering campaign total of 350,000 enforcement actions. Alongside this massive enforcement effort, extensive media and public awareness efforts support the “Smooth Operator” campaign, including radio, television, print and internet educational messaging. A new partner was added to the effort in 2011 when the Indy Racing League was tapped to help spread the word about aggressive driving.



Delaware According to the GHSA survey, only 20 states currently conduct enforcement programs aimed at aggressive driving that are separate from speeding campaigns, and of those, three states (AZ, DE, and IN) mount STEP enforcement efforts that specifically target aggressive driving. While Delaware’s aggressive driving efforts have evolved over the years, its campaigns have been successful at least in part because the public appears to be more accepting of enforcement that is based upon solid crash data and is aimed at aggressive drivers.

After the passage of Delaware’s aggressive driving law in 1999, the Delaware Office of Highway Safety created its first campaign supporting the law, called “Take It Easy.” In 2005, the campaign became “Stop Aggressive Driving,” which focused primarily on summertime aggressive driving enforcement. In subsequent years, enforcement shifted to summer, fall and some late winter/early spring initiatives. When speed became a larger issue than aggressive driving in 2008 and 2009, the overall campaign name was retained, but waves were conducted under the tagline “Stop Speeding Before It Stops You.” A review of the data in 2010 brought the focus back to aggressive driving and added springtime enforcement. Most recently, for FY 2011, the campaign name changed to “Respect the Sign,” and enforcement was conducted in two-week waves to provide sustained year-round enforcement.

Using data to identify when speed- and aggressive driving-related crashes occur, campaign driving waves for FY 2011 were scheduled during the months of January, May, June, July, August and November. Data is also used to identify which communities have greater issues with speed and aggressive driving. Law enforcement agencies in these areas are given specific information about when and where officers should focus enforcement efforts.

The Delaware campaign’s enforcement activities are supported by both paid and earned media and outreach efforts coordinated by the Delaware Office of Highway Safety. Media markets and outlets are limited in Delaware, so anti-aggressive driving education efforts are centered on billboards, radio, cable TV, posters and social media updates.



Washington The state employs a multifaceted approach to speed and aggressive driving reduction that appears to be paying off. After fine-tuning their approach over a number of years, Washington has worked to combine several enforcement and education efforts into a comprehensive program that utilizes both state and federal funding. The speed enforcement mobilizations funded by the Washington Traffic Safety Commission (WTSC) have evolved from statewide mobilizations into data-driven, targeted local speed enforcement projects that are multi-jurisdictional in nature. The WTSC has also tested a number of new ideas about enforcement strategies through smaller pilot projects that have demonstrated innovative approaches to speed and aggressive driving.

The problem of excessive speed in school zones when vulnerable children are present is one that the public appears to appreciate. WTSC sought to address this issue through a project that combined engineering, enforcement and equipment incentives for local communities. In exchange for providing dynamic speed signs and school crossing gear for local elementary schools, WTSC negotiated agreements with local schools to carry out speed-related public education and with law enforcement agencies to conduct strict speed enforcement activities in school zones during times when students were present.

In Washington, fines generated by school zone enforcement are twice that of other speeding violations, and half of the revenue generated by these violations pays for the speed signs and gear purchased for elementary schools. The fines also pay for speed-related enforcement equipment for local law enforcement agencies. School zone speed violations are tracked, and for each violation written, the issuing agency receives a \$25 credit toward the purchase of speed enforcement equipment such as radar units. Almost 85 percent of Washington elementary schools now have a dynamic speed sign on a roadway near each school, and—most importantly—no traffic-related fatalities have occurred in a school zone in Washington State since the inception of this project in 2007.

The reduction of aggressive driving in Washington State is the goal of the Aggressive Driver Apprehension Team (ADAT) program, started 15 years ago by the Washington State Patrol (WSP). Using no special funding, the WSP created the effort that now numbers 44 troopers across the state in unmarked or unconventional vehicles targeting aggressive drivers. Considered a specialized assignment, selected ADAT troopers operate primarily in urban areas and have a singular function: to proactively locate and arrest those drivers who drive aggressively. ADAT troopers work during travel times that typically see a higher incidence of aggressive driving behavior such as during rush hours and on some weekends. These efforts are supported by public information and outreach.

As part of the evolution of WTSC's speed enforcement mobilization philosophy, additional pilot projects have been undertaken to address excessive speed and other serious traffic safety challenges. The current iteration of these pilot projects incorporates the WTSC *Target Zero* campaign and addresses speed, impaired driving and seatbelt use. The *Target Zero Team* project operates in the three Washington test counties that account for 51 percent of the state's population. Project efforts are being evaluated under a NHTSA grant and will compare test outcomes with activities conducted in Washington's non-test counties and in two control sites. The *Target Zero Team* project began in July 2010 and will end in June 2012.

Rather than employ traditional mobilization tactics for separate traffic safety emphasis areas, the *Target Zero Team* project funds strict, targeted, year-round enforcement by three squads of six troopers and one sergeant in concert with 44 local agencies throughout the three test counties. The *Target Zero Team* project funds planning and logistical support through four *Target Zero Team* managers and four Law Enforcement Liaisons. In addition, *Target Zero Team* prosecutors are funded in two of the test counties. Extensive public education and outreach is also a part of this project.

The *Target Zero Team* project is driven by sophisticated crash and crime data analysis that is supported by precise mapping capabilities. This critical information directs the temporal and geographic dimensions of the project's strict speed, impaired driving and seatbelt enforcement. Technical support for these analyses is funded by a Department of Justice Data Driven Approach to Crime and Traffic Safety (DDACTS) grant for a Geographic Information System (GIS) analyst.

Based on an earlier pilot project, WTSC management set the goal of a 40 percent reduction in fatal crashes (80 lives saved) over 24 months of effort by implementing tactics used in the previous project. WTSC management reported that with 12 months of project operations completed, traffic deaths in the test counties had declined 29.1 percent over the previous five-year average, compared to non-test counties' decline of 12.2 percent. In the control counties, traffic deaths increased 0.4 percent. Speeding-related deaths in the three test counties had declined 44.8 percent over the previous five year average, while non-test county speeding-related deaths decreased by 13.8 percent. Control counties experienced a 10.4 percent decline in speed-related deaths. WTSC officials are tracking similar reductions in impaired driving and non-belted traffic fatalities. Preliminary benefit/cost analyses show that at the 15 month mark of the project, the *Target Zero Team* effort exceeds original project expectations and has generated a 145:1 return on investment when the combination of trooper productivity (fines generated by arrests and violations) and crash cost avoidance is measured against the cost of the project.

Most importantly, WTSC leaders report that 15 months into the project, evaluation data estimate a savings of 88 lives thus far, and are on track to realize an astounding 141 lives saved in these three Washington counties by the conclusion of the *Target Zero Team* project, all at a time of declining resources for conducting traffic enforcement activities.



CONCLUSION

Despite reductions in the overall number of speed-related crashes and fatalities, and major advancements in the areas of seat belt use and sober driving, the proportion of speed-related fatalities that occur on U.S. roadways has remained virtually unchanged over the last quarter century. Almost one-third of all fatal crashes continue to have speed as a contributing factor. Some experts hypothesize that the combination of state policymakers' desire to raise speed limits and their failure to embrace globally accepted enforcement technology has been responsible for the lack of progress in reducing speed-related death and injury.

To combat the problem of speed, most states conduct speed enforcement campaigns; fewer conduct specific aggressive driving enforcement campaigns. Many states rely heavily on crash data to inform enforcement decisions and priorities. However, consistent and meaningful educational messaging about the dangers of speed and aggressive driving are not as well supported as the national campaigns directed at other traffic safety problems. Among the rare speed-related policies moving through state legislatures are laws advocated by policymakers that are as likely to reduce safety as they are to enhance it. It is challenging to advocate for speed reduction policies that are not in line with the public's apparent need for speed.

Traffic safety professionals must recognize the prevailing cultural norms surrounding speed and be strategic in developing enforcement countermeasures to reduce speed-related harm. Successful speed control may be better realized by implementing methods that enjoy greater public support, including enforcement campaigns focused on aggressive driving and speeding in school and work zones. These efforts must be supplemented by the thoughtful use of appropriate technology and recognizable public awareness campaigns that remind drivers of the dangers of excessive speed. To be most successful, states must strike a delicate balance in creating speed and aggressive driving policies that are effective and reasonable, yet ones that motorists will heed and respect.

GHSA understands the large and continuing role speed plays in the safety of our nation's roadways. While this survey found many state-level programs and policies that impact speed reduction efforts both positively and negatively, many opportunities exist for states and federal partners to collaboratively improve overall traffic safety through efforts to make speeding and aggressive driving unacceptable to American motorists.

**Many opportunities
exist for states
and federal
partners to
collaboratively
improve
overall
traffic
safety.**

SPEED

LIMIT

35

RADAR

ENFORCED

APPENDIX I STATE SPEED PUBLIC AWARENESS CAMPAIGN TAGLINES

STATE	TAGLINES
Alaska	Slower is Faster
Alabama	Take Back Our Highways
Arizona	Speed Kills
Arkansas	Obey the Sign or Pay the Fine
California	General Speed: Border to Border speed enforcement campaign on I- 5 Corridors: Drive to Stay Alive Motorcycles: Thrilling Speed is Killing Speed Construction: Slow for the Cone Zone
Delaware	Stop Speeding Before It Stops You
Georgia	100 Days of Summer Heat
Idaho	Dangerous Drivers: Run Red Lights, Tailgate, Speed. Are You One?
Indiana	Stop Speeding Before Speeding Stops You Obey the Sign or Pay the Fine
Kentucky	Obey the Sign or Pay the Fine
Massachusetts	Road Respect
Maryland	Smooth Operator
Maine	Survive Your Drive
Minnesota	Obey the Sign or Pay the Fine
Missouri	Arrive Alive The Heat is On
North Carolina	No Need 2 Speed
New Jersey	Obey the Signs or Pay the Fines
New Mexico	100 Days and Nights of Summer
New York	Stop Speeding Before it Stops You!!
Oregon	Slow Down, It's the Way to Go
Utah	Obey the Sign or Pay the Fine
Virginia	Operation Air, Land and Speed
Washington	Slow Down or Pay Up
Wisconsin	Zero in Wisconsin, A Vision We Can All Live With
Wyoming	Ice & Snow, Take It Slow
Guam	HEAT (Highway Enforcement Action Team) Operation Blue Fire

APPENDIX II STATE FUNDING

Speed-Related Funding

STATE	SPEED EQUIPMENT	OVERTIME SPEED ENFORCEMENT	SPEED PUBLIC INFO CAMPAIGN
Alabama	Yes	Yes	Yes
Alaska	Yes	No	Yes
Arizona	Yes	Yes	Yes
Arkansas	No	Yes	No
California	Yes	Yes	Yes
Colorado	Yes	Yes	No
Connecticut	Yes	Yes	Yes
Delaware	Yes	Yes	Yes
Florida	Yes	Yes	Yes
Georgia	Yes	No	Yes
Guam	Yes	Yes	Yes
Hawaii	Yes	Yes	No
Idaho	Yes	Yes	Yes
Illinois	Yes	Yes	No
Indiana	Yes	Yes	Yes
Iowa	Yes	Yes	No
Kansas	Yes	No	No
Kentucky	Yes	Yes	Yes
Louisiana	Yes	Yes	No
Maine	Yes	Yes	Yes
Maryland	Yes	Yes	Yes
Massachusetts	Yes	Yes	Yes
Michigan	Yes	Yes	No
Minnesota	Yes	Yes	Yes
Mississippi	Yes	Yes	No
Missouri	Yes	Yes	Yes
Montana	Yes	Yes	No
Nebraska	Yes	Yes	Yes
Nevada	Yes	Yes	Yes
New Hampshire	Yes	Yes	No
New Jersey	Yes	Yes	Yes
New Mexico	Yes	Yes	Yes
New York	Yes	Yes	Yes
North Carolina	Yes	No	Yes
North Dakota	Yes	No	Yes
Ohio	Yes	Yes	No
Oklahoma	Yes	Yes	No

APPENDIX II **STATE FUNDING: Speed-Related Funding** (continued)

STATE	SPEED EQUIPMENT	OVERTIME SPEED ENFORCEMENT	SPEED PUBLIC INFO CAMPAIGN
Oregon	Yes	Yes	Yes
Pennsylvania	No	No	No
Rhode Island	Yes	Yes	Yes
South Carolina	Yes	No	No
South Dakota	Yes	Yes	No
Tennessee	Yes	Yes	Yes
Texas	No	Yes	Yes
Utah	Yes	Yes	Yes
Vermont	Yes	Yes	No
Virginia	Yes	Yes	Yes
Washington	Yes	Yes	Yes
West Virginia	Yes	No	No
Wisconsin	Yes	Yes	Yes
Wyoming	Yes	Yes	Yes

Aggressive Driving-Related Funding

STATE	SPEED EQUIPMENT	OT AGGR. DRIVING ENFORCEMENT
Colorado	Unk.	Unk.
Florida	Yes	Yes
Maryland	Yes	Yes
Nebraska	No	Yes
Pennsylvania	Yes	Yes
Utah	No	Yes
West Virginia	No	Yes

APPENDIX III AUTOMATED ENFORCEMENT IN U.S. STATES

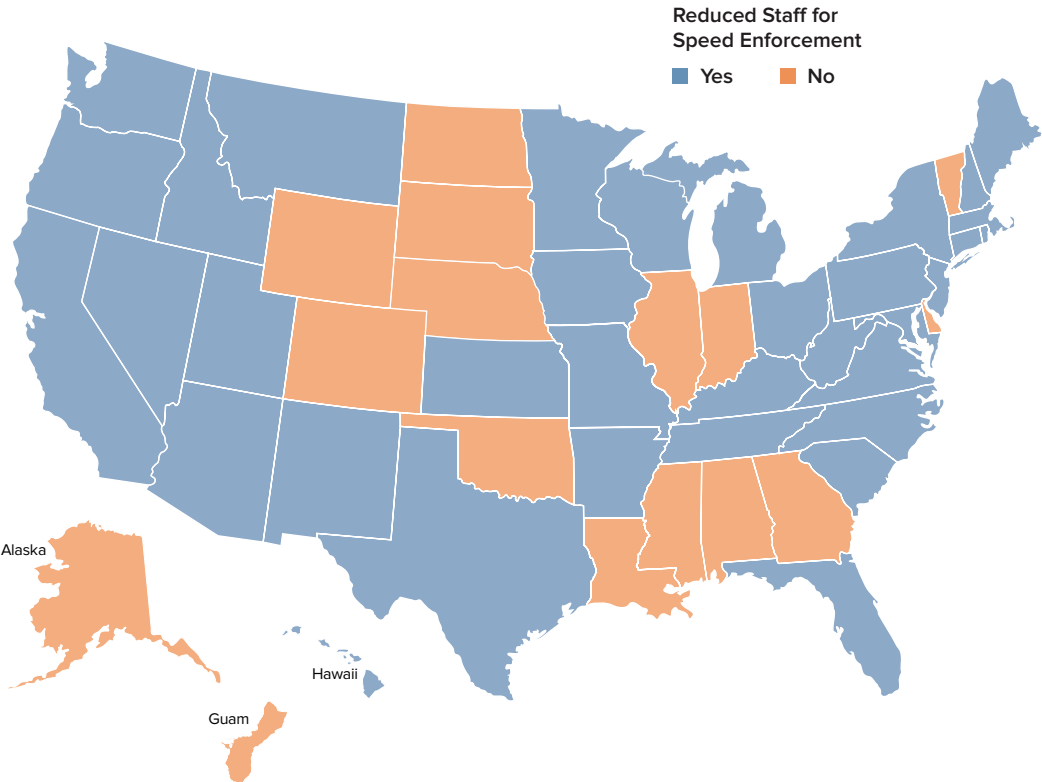
Automated Speed Enforcement

STATE	ALLOWED IN ALL AREAS	BY LOCAL ORDINANCE	IN LIMITED AREAS	LIMITED AREA ALLOWED
Arizona	No	Yes	No	
Colorado	No	Yes	Yes	Maintenance, construction zones, school zones, residential areas or adjacent to municipal park
Illinois	No	No	Yes	Construction zones
Iowa	No	Yes	No	
Louisiana	No	Yes	No	
Maryland	No	Yes	Yes	School and work zones; residential areas in Montgomery county
Missouri	No	Yes	No	
New Mexico	No	Yes	No	
Ohio	No	Yes	No	
Oregon	No	No	Yes	Specific cities set by legislature
South Carolina	No	Yes	No	
Tennessee	Yes	No	No	
Utah	Yes	Yes	Yes	School zones or where speed limit is 30 mph or less
Washington	No	Yes	Yes	School and construction zones, railroad crossings, arterial intersections

Automated Red Light Cameras

STATE	ALLOWED IN ALL AREAS	BY LOCAL ORDINANCE	IN LIMITED AREAS	LIMITED AREA ALLOWED
Alabama	No	Yes	No	
Arizona	No	Yes	No	
California	Yes	No	No	
Colorado	Yes	Yes	Yes	Unknown
Delaware	Yes	No	No	
Florida	Yes	No	Yes	All state, county and municipal roads, streets and highways with prior approval from FDOT roads
Georgia	No	Yes	No	
Illinois	No	Yes	Yes	Local jurisdictions
Iowa	No	Yes	No	
Louisiana	No	Yes	No	
Maryland	Yes	No	No	
Missouri	No	Yes	No	
New Jersey	No	Yes	No	
New Mexico	No	Yes	No	
New York	No	No	Yes	Specific cities set by legislature
North Carolina	No	No	Yes	Specific cities set by legislature
Ohio	No	Yes	No	
Oregon	Yes	No	No	Incorporated cities
Pennsylvania	No	Yes	Yes	Philadelphia
Rhode Island	No	Yes	No	City streets
South Carolina	No	Yes	No	
South Dakota	No	Yes	No	
Tennessee	Yes	No	No	
Texas	No	No	Yes	Local authorities may implement by ordinance
Virginia	Yes	No	No	
Washington	No	Yes	Yes	Railroad crossings, arterial intersections

APPENDIX IV STATE LAW ENFORCEMENT REDUCTIONS



STATE	REDUCED STAFF	STATE	REDUCED STAFF	STATE	REDUCED STAFF
Alabama	No	Massachusetts	Yes	Oklahoma	No
Alaska	No	Maine	Yes	Oregon	Yes
Arizona	Yes	Maryland	Yes	Pennsylvania	Yes
Arkansas	Yes	Michigan	Yes	Rhode Island	Yes
California	Yes	Minnesota	Yes	South Carolina	Yes
Colorado	No	Mississippi	No	South Dakota	No
Connecticut	Yes	Missouri	Yes	Tennessee	Yes
Delaware	No	Montana	Yes	Texas	Yes
Florida	Yes	Nebraska	No	Utah	Yes
Georgia	No	Nevada	Yes	Virginia	Yes
Hawaii	Yes	New Hampshire	Yes	Vermont	No
Idaho	Yes	New Jersey	Yes	Washington	Yes
Illinois	No	New Mexico	Yes	West Virginia	Yes
Indiana	No	New York	Yes	Wisconsin	Yes
Iowa	Yes	North Carolina	Yes	Wyoming	No
Kansas	Yes	North Dakota	No	Guam	No
Kentucky	Yes	Ohio	Yes		
Louisiana	No				

APPENDIX V STATE SPEED LIMIT LAWS

State	Rural Interstates		Urban Interstates		Other Limited Access Roads	
	Cars (mph)	Trucks (mph)	Cars (mph)	Trucks (mph)	Cars (mph)	Trucks (mph)
Alabama	70	70	65	65	65	65
Alaska ¹	55	55	55	55	55	55
Arizona	75	75	65	65	65	65
Arkansas	70	65	55	55	60	60
California	70	55	65	55	70	55
Colorado	75	75	65	65	65	65
Connecticut	65	65	55	55	65	65
Delaware	55	55	55	55	65	65
D.C.	N/A	N/A	55	55	N/A	N/A
Florida	70	70	65	65	70	70
Georgia	70	70	55	55	65	65
	Georgia ‘Super Speeder Law’ adds on \$200 in state fees for any driver convicted of speeding at ≥75 on any two-lane roads or ≥85 on multiple lane roads anywhere in the state.					
Guam	Guam does not have any Interstates. The maximum speed limits for cars and trucks are: 35 in rural area; 15 in residential areas; and 15 or 25 in school zones.					
Hawaii	60	60	60	60	55	55
Idaho	75	65	65	65	65	65
Illinois	65	65	55	55	65	55
Indiana	70	65	55	55	60	60
Iowa	70	70	55	55	65	65
Kansas	75	75	75	75	75	75
Kentucky	65	65	65	65	65	65
	70 on specific segments based on an engineering and traffic investigation					
Louisiana	70	70	70	70	70	70
Maine	75	65	65	65	65	65
					Two limited access high-ways are posted at 55.	

APPENDIX V STATE SPEED LIMIT LAWS (continued)

State	Rural Interstates		Urban Interstates		Other Limited Access Roads	
	Cars (mph)	Trucks (mph)	Cars (mph)	Trucks (mph)	Cars (mph)	Trucks (mph)
Maryland	65	65	65	65	65	65
Massachusetts	65	65	65	65	65	65
Michigan	70	60; 55 if speed limit for cars is <70	70	60; 55 if speed limit for cars is <70	70	60; 55 if speed limit for cars is <70
Minnesota	70	70	55, 60 or 65	55, 60 or 65	65	65
Mississippi	70	70	70	70	70	70
Missouri	70	70	60	60	65	65
Montana	75	65	65	65	day: 70 night: 65	day: 70 night: 65
Nebraska	75	75	65	65	65	65
Nevada	75	75	65	65	70	70
New Hampshire	65	65	65	65	55	55
New Jersey	65	65	55	55	65	65
New Mexico	75	75	65	65	60-70	60-70
New York	65	65	55	55	55	55
			Except for certain designated highways			
North Carolina	70	70	70	70	70	70
North Dakota	75	75	75	75	4-lane: 70; other: 65	4-lane: 70; other: 65
	<75 on some rural Interstates					
Northern Mariana Islands	None	None	45	25	None	None
Ohio	65; 70 on Turnpike	65; 70 on Turnpike	65	65	65	55
	May be posted lower in some locations					
Oklahoma	75	75	70	70	70	70

APPENDIX V STATE SPEED LIMIT LAWS (continued)

State	Rural Interstates		Urban Interstates		Other Limited Access Roads	
	Cars (mph)	Trucks (mph)	Cars (mph)	Trucks (mph)	Cars (mph)	Trucks (mph)
Oregon	65	55	55	55	55	55
			60 in some sections; can be changed from 55 to 60 for cars.			
Pennsylvania	65	65	55	55	65	65
Rhode Island ²	65	65	55	55	55	55
South Carolina	70	70	70	70	55	55
South Dakota	75	75	75	75	70	70
Tennessee	70	70	70	70	70	70
Texas	75; 80 or 85 on specified segments	75; 80 or 85 on specified segments	75	75	75	75
Utah	75; 80 on specified segments	75; 80 on specified segments	65	65	75	75
Vermont	65	65	55	55	50	50
Virgin Islands	40	40	55	55	20	20
Virginia	70	70	70	70	65	65
Washington	70	60	60	60	60	60
West Virginia ³	70	70	60 or 65	60 or 65	65	65
Wisconsin	65	65	65	65	65	65
Wyoming	75	75	75	75	65	65

1 Alaska's default speed limit is 55 mph. 65 on select Interstate routes is by engineering investigation and case by case, not automatic or default.

2 Rhode Island speed limits not set by law, but by state traffic commission.

3 West Virginia speed limits, in general, are not set by law, but by the Commissioner of the Division of Highways.

Sources: Insurance Institute for Highway Safety (IIHS) and State Highway Safety Offices.

Disclaimer: The information on this page is for general information purposes only and is not to be considered legal authority. For clarification on any law, consult the appropriate State Highway Safety Office.



444 N. Capitol Street, NW
Suite 722
Washington, DC 20001-1534

TEL 202.789.0942

www.ghsa.org

